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Hongkong, 4th October, 1903.

BISHOP ON OPIUM.

A PUBLIC SIN.

Any morning the Bishop of Victoria in St. John's Cathedral on "Public Sin and the Opium Trade." Taking for the theme, "The Opium Trade," he said that there were many people who questioned the morality of the opium trade. Very few people, however, lived up to its standard and the majority adopted a standard which they considered more in accord with their surroundings. After pointing out the unwisdom of lowering the standard his Lordship asked if it were applicable to national life. Surely there could be only one answer to that question. The whole Bible, especially the Old Testament, constantly enforced the duty of righteousness. It is a question which has been brought into considerable prominence this year both in England and Hongkong, and also in other parts of the world. There are two aspects of this question so far as we are concerned. There is the imperial aspect, that which naturally attracts the chief attention at home and which should also interest us here as being members of the empire. Then there is also the local aspect, which ought certainly to have our careful consideration as affecting the public morality of the Colony in which we live. The imperial question is whether the Indo-Chinese opium trade should be continued. The local question relates to the manner in which the opium trade should be conducted in this Colony. The two questions are distinct one from the other. Let us therefore treat them separately. With regard to the Indo-Chinese opium trade, it will be out of place to enter here into a discussion of the history of this trade in the past or to enquire as to how far it is true that the opium trade was forced on China at the point of the bayonet. It is not of the past I wish to speak. I confine myself now to the present. Twice within the last fifteen years the House of Commons has affirmed its conviction that the Indo-Chinese opium trade is morally indefensible and has requested the Government to take steps for bringing the trade to a speedy close. During these fifteen years the Government has done nothing to carry out the moral conviction of the House of Commons, chiefly, it is stated, because of financial reasons. Seventy years ago the House of Commons came to the conviction that the slave trade was morally indefensible, and in the year 1833 the nation paid down twenty millions sterling in order to rid itself of that sin. Had the moral sense of the nation become so blunted during the last seventy years that it will not for financial reasons do away with that which it confesses to be wrong? I can understand, though I deplore, the weakness and the inconsistency of the individual who cannot bring himself to give up some sinful habit, such for instance as gambling, that he knows to be morally indefensible. I know many people sympathise with the wretched condition of hundreds of thousands of Chinese who are bound down by the opium curse, who deplore the evil and the misery which it entails upon themselves and upon others but who cannot summon up moral strength to break the chains with which they are held and cast the evil thing away. Only last February a medical friend of mine received an invitation to go down to a Chinese village to help in curing every opium smoker in the village. The whole community had decided to get rid of the accursed thing. With the help of the doctor all the opium smokers in the village, eighty in number, were cured of the habit, and the village elders cleared away every vestige of opium, every sign of an opium shop out of the place. We all know that there are literally hundreds of thousands—I believe I may say millions—of people like that, slaves of vice longing to be free, but unable to break the chains that bind them. With such people I can sympathise. Again I can understand, though I cannot sympathise with, the cynical attitude of the Singapore opium farmer who said with regard to the opium farm there "Speaking for my conscience I am dead against the opium business . . . but if the law calls for tenders I will take advantage of the law, I will make money by it." I can understand that man's attitude, for he knew nothing of the Sermon on the Mount. I confess I don't understand the attitude of a strong and wealthy Christian nation which for the sake of money persists in this trade which it confesses to be morally indefensible and tries to cover its sin by saying that poor weak distracted China must take the initiative to stop the accursed thing. . . . To us, the English nation, the question ought not to be what does China want or what will China do? but—Is this trade right, or is it wrong? The trade increases the incalculable misery of millions of our fellows, and tends to a grievous deterioration of a noble race, and is indeed morally indefensible. I would pray for more grace that our nation should do what is right even if at the cost of plucking it out we cut off our right hand. Then with regard to the local question, the manner in which the opium trade should be conducted in this Colony, I cannot speak at length. I would speak with caution. In the close relationship in which we are necessarily one to another in this small community, there is special need to avoid anything which might cause pain to those who hold office and who are working for the good of the Colony. I do feel that the office which I hold in the Church of God makes it incumbent upon me to plead as strongly and as clearly as I can for the cause of righteousness, and I believe that those who have really considered the matter will agree with me when I

say that the present mode of conducting the opium trade in this Colony is morally indefensible. It is, I think, open to question whether any government is ever justified in farming out its revenue. In the case of the opium farm it must have an evil tendency. It must tend to the increase of the opium vice. It involves the shirking of responsibilities on the part of those who ought to control it. It places great powers, which we know are liable to abuse, in the hands of private individuals instead of being in the hands of duly appointed government officials. It has been defended, it is true, sometimes for the sake of the revenue, sometimes on the ground that government control is difficult and involves considerable expense. But the question is not whether the revenue would suffer. No one would suppose that prohibition is to arrive at once. The most that can be hoped for is its gradual reduction. . . . The main question for us ought to be, is this thing right? If as I believe most of us agree that this mode of conducting the opium trade here is not right then surely it is our duty to endeavour to get rid of it, whatever the cost may be. Whether we consider the nation, the colony or the individual it is true with regard to all that righteousness exalted and that sin is a reproach. May God in His mercy stir the heart of our nation, so stir the heart of our colony, that the reproach of this opium trade may be put away, and may He so stir the heart of each individual in this church to-day that we may all realise by God's grace the power of God's holy spirit working in our heart to put away sin not only in our public lives but in our private lives, even though it be at the cost of plucking out of the individual or the Government the right hand.

FRENCH INDO-CHINESE RAILWAY.

An account of a journey recently made by the British Consul at Hanoi (Mr. T. F. Carlisle) from Hanoi to Yunnanfu, is interesting. The railway from Yantai to Laokai was opened to public traffic on 1st February, putting thereby the frontier of Yunnan into railway communication with Haiphong, the port of Tongking. After reaching Laokai Mr. Carlisle proceeded along the Nam Fy valley to Mong-tse, which is the terminus of the Indo-Chinese railway, and continued along the route of the railway to Yunnanfu. On his return he took the route via Manhai and the Red River, which has been the usual route for travellers between Tongking and Yunnan. This, he says, will doubtless be gradually abandoned in favour of the Nam Fy route as the railway advances along the latter. The consensus of opinion was that the line will probably be completed for traffic in three or four years. A closer estimate cannot be given and even this depends upon the continued absence of any causes that might interfere with the supply of labour. When it is opened Mr. Carlisle fully anticipates that it will carry a considerable import into Yunnan of goods from Hongkong. Foreign goods in transit through Tongking have to pay only 30 per cent of the French general tariff. In addition to this they would have to pay, of course, the Chinese import duties.

Mr. Carlisle continues. But even granting that the districts of Yunnan lying south of the capital receive the bulk of their foreign imports by way of the railway, will such traffic be sufficient to make the latter pay in view of what it will have cost by the time it is finished? Local French opinion seems now to doubt it, and to hold that railway connection between Yunnanfu and Szechuan will have to be provided somehow to give sufficient traffic to the Haiphong-Yunnanfu line. If one regarded the actual course of the railway alone, one would have little hesitation in coming to this conclusion. The portion from Laokai to Mong-tse (164 kilometres) contains no promise of future trade whatever. From Mong-tse northwards the prospect is considerably brighter. But still a great part of the course of the railway lies through unproductive country, such as the narrow valleys and gorges of the Poi Ta Ho. . . . Had I left Yunnan, having seen only the course of the line, I should have gone away with the impression that it was a country too poor to make it worth while to build railways in it. But my return journey by the railway on the west of the river changed my mind. There was a considerable population there within easy reach of the line, and I understand that there is a similar belt on the east. Between these two regions and with the country immediately on its route, together with the more remote parts of the province, which are sure to contribute a certain amount of traffic in time there should be enough business for the railway. . . . The French Customs-house and railway officials do not hamper traffic with heavy duties and freights and vexatious regulations. I still do not regard Yunnan as a rich country, but of course, I have only seen a portion of it. I may possibly contain great mineral wealth in the hills and mountains with which a great part of it is covered, but this remains to be seen. I believe that Monsieur Lantouin, Chief de Service des Mines in the Public Works Department of Indo-China, has expressed an opinion unfavourable to the idea of the great value of Yunnanese mines. (The tin of Ko Chin is, of course, a valuable asset.) . . . Whether or not there is enough wealth in the province to make the Yunnan railway a financial success, I have no doubt that there is enough to purchase a considerable quantity of foreign goods when they can be brought up by train in two or three days' journey from Haiphong instead of having to submit to the cost and risks of the long voyage overland or by the Red River, and I confidently expect, therefore, a large increase in the import of foreign goods into Yunnan. I make no doubt, too, that a large proportion of these goods will be of British origin and imported from Hongkong.

SHANTUNG RAILWAY.

The Shantung Railway Company reports that in 1905 the traffic showed a sufficient development, while in 1904 there was an average weekly traffic of 10,748 passengers and 4,695 tons of goods, for 1905 there were 15,452 passengers and 5,971 tons of goods. In 1905 the total traffic amounted to 803,527 passengers (558,868 in 1904) and to 310,482 tons (179,270). In 1905 the goods and mail traffic showed a first place with 1,581,115 tons in 1905 and 68,921 tons in 1904. Also it may be mentioned that of agricultural produce from the interior, and as beans, oil, cotton, earthenware, straw plattings, etc., continually larger quantities are transported. The financial result has been an income of 1,912,296 Mex. dollars, against 1,345,047 Mex. dollars for 1904. After writing off m.50,000 on stocks, and after giving m.300,000 to reserve purposes there remains a net profit of m.2,083,275, out of which m.103,179 are applied to special reserve, while m.1,755,000 are distributed as a dividend of 81 per cent, on the paid-up share capital of m.54,000,000.—*Far Eastern Review*.

VOLUNTEER TROOP GYMKHANA.

A SUCCESSFUL INNOVATION.

Of the most enjoyable events that have taken place on the Happy Valley one was the Gymkhana of the Hongkong Volunteer Troop, which was held on the football ground on Saturday afternoon. Two postponements gave the competitors more time to perfect themselves in the interesting and exciting events which combined to make an excellent programme, and when they appeared on the field on Saturday, in the pink of condition, they displayed a skill and prowess which delighted the large concourse of spectators. The weather was perfect, and as a result the number of ladies in attendance was larger than is usually the case, the football stand being comfortably filled. H. E. the Governor was present, also Sir Francis and Lady Piggott. Light refreshments were served in a marquee, also on the open space fronting the stand, and the gallant members of the Troop, which mustered in full force, neglected no opportunity which could have been taken advantage of to better the good time which they had decided, and successfully, to give their visitors. The West Kent Band, under Bandmaster McKelvie played musical selections during the afternoon, and the judges, Lieut. Colonel Aitken and Major Fritchard, R.A., commandant of the H.K.V.C., carried out their duties to the satisfaction of all concerned.

The events resulted as under:—
Tent pegging by half-sections. Two runs for all competitors, after which judges will call for further runs if necessary.
Lieut. Ross and Sergt. Moxon 1
Troopers Clarke and Hickman 2
Troopers W. S. Dupres and 3
R. F. C. Master

In this event the number of marks that could be gained for each run was twelve, and the judges could, if they thought a competitor was not riding at a sufficiently rapid pace, disqualify him. There were no disqualifications, however. The riders gave the ponies free rein and encouraged them with a touch of the spur. The pegging on the whole was good, and Lieut. Ross and Sergt. Moxon deserved their win. Lemon-cutting with swords. Competitors had to start from the "slope," "engage," and make cuts one and two on the right, slope swords. Each competitor was allowed two runs unless the judges called for a third.

Trooper W. S. Dupres 1
Trooper R. F. C. Master 2
Sergeant G. C. Moxon 3

The heats in this event were decided on Thursday, so that the number of competitors on Saturday was reduced to five. They were Sergeant G. C. Moxon, Corporal L. Murphy and Troopers W. S. Dupres, J. E. Gresson and R. F. C. Master. Three points were allowed for each sliced lemon, and one each for touch, style and pace. Master and Dupres were going strong for the honour of victory which was pronounced in favour of the latter when, in his second attempt, he cut both lemons in half amid great applause.

Heads and Posts. Competitors had to start from the "slope," "engage," "assault," cut one and point one on the right, cut four and point four on the right, slope swords. Two runs for each competitor. Third runs only for those called for by the judges.

Trooper H. E. Hickman 1
Trooper E. F. C. Master 2
Trooper H. E. Blason 3

Four posts were erected on the field some distance apart, and on top of each of these was placed a Turk's head. The competitors were required to sever the vegetable while at the gallop. Sergeant Moxon must have been in bad form indeed, for of the four Turk's heads Trooper Hickman, the winner, took three of the four heads, and was applauded for his effort. Trooper Blason hit three, but his style and pace not being equal to that of Trooper Master, he had to forego second place, which was given the latter.

Lead Pony Race. Competitors to ride one pony and lead another (both saddled) over a figure eight course.

Trooper W. S. Dupres, leading Lieut. Bratton's pony 1
Trooper E. G. Ferguson, leading Trooper Walker's pony 2
Trooper B. James leading Trooper Morton-Smith's pony 3

LADIES' NOMINATION RACE.—Troopers to be nominated by a lady. Ladies to line up in front of grand stand. Start from a point indicated, ride up to flag, dismount, and lead pony by headrope up to lady, and hand her over to him with all buttons off, and chain shoulder straps unhooked, then retire to flag and stand to your pony. Lady to put in buttons and fix on straps, and when finished to signal to her partner, who will double up, put on tunic, button it up and hook collar, return to flag, then tie up headrope, mount and ride round course to be pointed out. First horse with tunic and headrope to the satisfaction of the judges to win.

Trooper R. F. C. Master, nominated by . . . Miss Master 1
Trooper W. S. Dupres, nominated by . . . Mrs. Fritchard 2
Trooper E. A. Hankey, nominated by . . . Mrs. E. J. Barrett 3

The ladies were expert at attaching the buttons and shoulder straps to their nominees' tunics, and did not keep them long in suspense. Dupres was first past the winning post, but as his pony was too tightly to allow him to fix the head rope properly, he lost to Master.

Victoria Cross Race. Entries in pairs. Odd number to represent a wounded man, and to lie down at a point indicated. Even number to gallop up to his wounded comrade under fire, assist him to mount behind his own saddle and return to winning post.

Troopers G. K. Hall Bratton and W. S. . . . Dupres (wounded) 1
Sergt. G. C. Moxon and Trooper C. G. Trooper (wounded) 2
Troopers H. E. Hickman and H. Dornbigin (wounded) 3

The "heroes" had to face a withering rifle fire, provided by a number of the West Kent regiment, gallop across the battlefield and bear their wounded comrades to a place of safety. Although the competitors enjoyed the fun the ponies were not so ready to face "the thin red line." But they did it. After the first volley they took things quietly enough, and the race ended as stated.

Running and Leading Race. Entries in pairs. Course rectangular, angles, say, A, B, C, D. On the word "go" the even number will lead his partner's pony round course ABC, keeping flags on his right hand, the odd number will run across the ground from A to C. At C the even number will dismount, hand both ponies to his partner, and run across the ground from C to A. The odd number will mount his own pony and lead the other round course CDA, keeping flags on his right hand. At point A the even number will mount his partner, mount his own pony and ride as a half section to winning post. First half section past the post having complied with foregoing conditions to win.

Troopers W. S. Dupres and G. K. Hall 1
Corpl. L. Murphy and Trooper R. F. C. Master 2
Troopers C. G. Mackie and W. G. Clarke 3

Balacava Melée. To be competed for by half the Troop versus the other. Leaders will be selected, and they will select the teams by lot. No spears allowed. Competitors will be provided with dummy swords and cockades, half the Troop blue the other half red. The object of the competition is to knock off your opponents' cockades. Opponents' ponies may not be hit, competitors must keep within bounds, and retire at once when cockade is knocked off.

The troops in this event lined up as under:—
Blue.—Lieut. Ross (in command), Troopers Walker, Blason, Hochman, Bratton, Stewart, Clarke, Leefe, Dupres and Dornbigin.

Red.—Sergeant Moxon (in command), Corporal Murphy, Troopers Anderson, Hankey, Master, Forbes, J. E. Gresson, C. G. Mackie, H. F. Hickman and Kent.

The blues routed the reds in this event by superior tactics. They rode in wedge formation, and split the reds. One by one warriors of the red cockade were hit low until only Mr. Gresson survived, and had to defend himself against eight of the blues. For three or four minutes he kept his opponents at bay, but eventually numbers told and his cockade passed from his head.

At the conclusion, H. E. the Governor congratulated members of the Troop on the success of their undertaking, and referred to the exercises which were useful in nature. He then proceeded to present the prizes to the winners, after which he called for three cheers for the Officer commanding the Troop, and his call was heartily responded to. Messrs. M. Stewart, F. B. Deacon, W. G. Gresson, G. C. Moxon and C. H. Moss presented the prizes to the Troop.

SOUTH MANCHURIA RAILWAY COMPANY.

THE SHIPPING PROPOSALS.

The publication of the Articles of Association of the South Manchuria Railway Company, which provides that the company should carry on a shipping business, has created alarm in shipping circles. A Tokyo dispatch states that the capital of the shipping business is fixed at ¥10,000,000, a sum large enough to conduct one of the leading steamship companies of the world. The South Manchuria Railway Company will for the return voyage of the steamers to be used in carrying coal to China ports, and may use services between Japan and Taiwan. When the steamers of the South Manchuria Railway Company commence to run on this line the Taiwan service of the Osaka Shosen Kaisha, and all other steamers engaged in Chinese coasting trade will be seriously affected. Shipping circles in the country are therefore looking forward to the opening of the South Manchuria Railway shipping service with considerable anxiety.

Dr. Furuchi, late President of the South Fusan Railway Company, has been nominated Vice-President of the South Manchuria Railway Company.—*Japan Chronicle*.

THE BEHRING SEA INCIDENT.

Telegrams to Japanese newspapers give the following, to which we may add that the Japanese reported to have insisted independent enquiries.

The American Government is awaiting the full report concerning the killing of the Japanese seal poachers. It is considered that America should pay compensation, if the Japanese did not offer resistance. Authorities on International Law clearly state that fishery patrols have no right to kill poachers unless they resist them. A enquiry has been held in Alaska concerning the Japanese poachers. The Court secured statements from the Japanese and the proceedings were adjourned sine die. The American Government will not allow the Japanese to be convicted until the facts have been fully reported. It is probable that they will be punished on charges of having entered prohibited waters. The authorities concerned hold that the Japanese should not be regarded as pirates. The affair will not cause any public excitement. The papers regarded it very calmly. It is probable that the American and Japanese Governments will treat the question only as a violation of the law by individuals. No international trouble will take place. President Roosevelt has instructed the patrol vessels to take measures to prevent seal poaching on the Aleutian Islands. The Japanese Embassy at Washington has not made any representations to the Government concerning the matter. Councillor Miyaoka has called at the office of the Secretary of State, but his visit was only for the purpose of obtaining the official report from Alaska. The officials showed him a report from Mr. Sim, Solicitor to the Alaska Department of Commerce and Labour. The same report has been sent to the American Ambassador at Tokyo.

A young Italian printer named Cava has invented a method of type-setting by telegraph. He copies the Hughes instrument with a monotype composing machine, and instead of the message being printed on the tape of the receiving apparatus, perforations are made on the monotype paper bands. Completely successful experiments have been made with the new invention.

KODAKS AT HOME PRICES.

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"THE PERIL OF GOOD GOVERNMENT."

A keen intelligence in the Outlook writes:—It was a saying of Frodo's that free peoples cannot govern subject-races. The dictum may be variously interpreted. Mr. Bryan, for instance, used to take it as meaning that the Americans could not govern the Philippines without themselves becoming less "free." But we prefer to read into it a wider and less dubious significance than that. The conscience of a democracy forbids it to be liberal at home and autocratic abroad. It has an inclination which is one of sentiment rather than of thought towards treating all politics and peoples as so many problems in algebra, to be fixed by fixed formulae. The formulae it brings to their solution are the principles, the institutions, the political instinct to which it is wedded and on which it has thrived at home. Thus the House of Commons, if it were restrained by a happy mixture of ignorance and indifference, would govern India as though the great dependency were a larger Yorkshire. Thus the Americans are ruling the Philippines in full and almost fanatical accordance with "Jeffersonian" doctrines. Thus the French base their colonial policy on "the principles of 1789." "It is because," said Jules Ferry, "we have believed in the universal virtue and almost magic property of our laws, of our institutions, of our administrative processes, that we have adopted so many false measures in Algeria," and M. Paul Leroy-Beaulieu not long ago was satirising the national failing, "which consists in judging African and Asiatic affairs from the same judicial or administrative point of view as if it were a question of a commune in metropolitan France." The Holy Alliance marked the last gasp of proselytising absolutism, but modern democracies are as zealous missionaries and as bent upon forcing all with whom they come in contact to see things through their own spectacles as were ever the old autocracies. No democracy will ever believe that its meat can be another people's poison, or that all nations would prosper equally well on the regimen that has changed to suit itself. By following out this theory in India we have produced a system of government that is half Liberal and half despotic, too weak to be congenial to Oriental instincts, too autocratic to be altogether acceptable to Western Radicalism. We have insisted upon India freedom of the press, the right of public meeting and debate, the jury system, and representation on municipal councils and we have done so because these things were wanted in India but because we are accustomed to them in English. The ultimate justification of our presence in India, as in Egypt and the Malay States, can only lie in our ability to help our wards to help themselves. The far-off but constant idea to which the people of England look forward is that all these dependencies may one day take their place as self-governing states in a great Imperial confederation; and the tendency of our policies are sound or otherwise, just so far as they promote or hinder progress to that ideal. It would, from this standpoint, be well worth enquiring whether, and if so how far, our democratic innovations in India and Egypt are of a kind to encourage a consciousness, if not of nationality, at least of some underlying unity which would develop here after the beginnings of an eventual autonomy. But there is another aspect of our position in India and Egypt which, especially after Sir Edward Grey's warning, ought just now to be emphasised. We have admittedly brought the mechanics of Empire-making and Empire ruling to a pitch of unrivalled perfection. They are admirably designed and dispassionately applied. But with certain philosophical consciousness we overrate the effects of our system and its material results upon the native mind. Our record, with all its mistakes, is brilliant, and we are rightly proud of it, but to expect from it a harvest of loyalty and contentment among Indians and Egyptians is to betray our racial lack of dramatic sympathy. We have imposed peace, we have established order; we have dealt out even-handed justice among the people under our rule; we have increased their material prosperity, educated them, fenced with innumerable securities their persons and property, and preserved to them, with as little interference as possible, their social and religious customs. And for these benefits we look for their eternal gratitude, if not for their eternal affection. No error of sentimentalism could well be greater. We have to realise that our very success increases our difficulties and that good government, the longer it is maintained, becomes more and more an established and normal condition and less and less a special ground for gratitude. Among a generation that has known nothing else justice is no novelty, security is taken for granted, while prosperity and education create more aspirations than they satisfy. It is as true today as ever that when men are fat they kick against the pricks. All we have done for Egypt, as the Foreign Secretary in effect reminded us, would avail nothing if the dormant hope of domination that is instinct in Islam were again to be roused and turned against us. It is lamentable, but hardly to be denied, that the governments of Orientals is easier and more productive, if not more loyal, at any rate more passively when they are poor, abject and disheartened than when prosperity has been imposed upon them by an Occidental administration.

We are nearing a moral crisis in our Imperial rule. We are beginning to see that the secret of its success hitherto may prove

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—Hongkong, 22nd August, 1906.— [116]

The secret of its failure hereafter. Macaulay in his unhesitating way ascribed the decline of Spain to bad government. A Macaulay of the future may conceivably find reason to ascribe the downfall of the British Raj to too much good government. The better the government, indeed, the more amply does it provide the means for its overthrow. The mere fact that our rule in Egypt and India is a material success implies that it is creating the conditions most favourable to its resistance. Nor is that by any means the only paradox which confronts us. It appears to be the fact that, in spite of or because of the introduction of democracy into India, the gulf between rulers and ruled was never wider than to-day. The British Raj has at no time seemed in native eyes to rest more obviously on the sword's point: and among those who are engaged in the daily work of Indian administration there is an increasing suspicion that their isolation as a ruling race is every year more complete. . . . home our Angliosis. India the more alien we become to her. For the decisive personal autonomy of the past we have substituted government by system, and those who work the system are more and more separated from the people by intervening clouds of native officials. They are tied, moreover, to the telegraph at Simla or Calcutta, they are more than ever immersed in despatch-writing and mere administrative routine, and with Europe brought next door to them by steamer and cable, they look upon India less as a home than as a temporary workshop. That does not indeed prevent them from going through the day's task with admirable zeal, resource and kindness; but it does prevent them from acquiring or caring to acquire a real knowledge of the native mind, and from forming those sympathetic relations to the people of their district that were the saving clause of the old system. And while our own sphere of influence contracts, that of native opinion expands. By teaching them English we have taught them to understand not ourselves but one another. We have thus provided them with an aid to solidarity, and therefore to agitation. The railways have made intercourse both possible and popular; the native press has stimulated an intellectual ferment; we are educating more men than we can find employment for, and thereby fostering the spirit of discontent; the spread of manufactures quickens with a new impulse of mind and spirit all whom it reaches; and the rise of Japan has undoubtedly stirred the Oriental consciousness with a vision of unimagined possibilities. These are largely conditions of our own making, and having made them we cannot expect them to end in nullity. The unrest which nearly everywhere, both in and out of India, is beginning to pervade our relations with the races under our guardianship marks the dawn of a new phase of Imperial policy we have magnificently created. There now lies ahead of us the infinitely more delicate and arduous task of assimilation.

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SHIPPING.

ARRIVALS.

ACHILLES, British str., 4, 181, R. C. Thompson, 26th Aug. — Shanghai 23rd Aug. General.
 BUTTERFIELD & SWIRE.
 ALBION, German str., 4, 300, H. Petersen, 24th Aug. — Shanghai 21st Aug. General.
 AUSTRIA, Austrian str., 4, 370, A. Blaffer, 25th Aug. — Kobe 16th Aug. and Shanghai 22nd Aug. General. — Saper, Weller & Co.
 CARL DIERCKHOFF, German steamer, 774, Schalken, 23rd Aug. — Hoihow 24th Aug. General. — Johnson & Co.
 CHONGSHING, British str., 1, 256, S. J. Payne, 24th Aug. — Tientsin via Chefoo 19th Aug. General. — Jardine, Matheson & Co.
 COLOMBO MARU, Japanese str., 2, 520, J. Nagao, 25th Aug. — Singapore 18th Aug. General. — Nippon Yusen Kaisha.
 HAITAN, British str., 1, 181, J. S. Roach, 26th Aug. — Foochow 23rd Aug. Amoy 24th and Swatow 25th. General. Douglas LaPraik & Co.
 HILFEN, German str., 771, J. Jensen, 26th Aug. — Hoihow 25th Aug. Coal and General. — Johnson & Co.
 I. F. CHAPMAN, American ship, 2, 013, H. Banfield, 25th Aug. — Karberg & Co.
 KAGOSHIMA MARU, Japanese str., 4, 404, H. I. Payne, 25th Aug. — Shanghai 22nd Aug. General. Nippon Yusen Kaisha.
 KAIKONG, British str., 286, E. Paulsen, 25th Aug. — Colon and Hoihow 22nd Aug. Suva and Hoihow. — Butterfield & Swire.
 KAWACHI MARU, Japanese str., 6, 106, H. I. Payne, 25th Aug. — London via Ports 24th July. General. Nippon Yusen Kaisha.
 LONDON & ANTWERP, 1, 020, G. Schulten, 25th Aug. — Hongkong 19th Aug. Rice. — Butterfield & Swire.
 MATHILDE, German str., 807, N. Schenmann, 26th Aug. — Hoihow and Hoihow 25th Aug. General. — Johnson & Co.
 NAGASAKI, British str., 2, 501, P. H. Boffe, 25th Aug. — Calcutta via Straits 11th Aug. General. — Jardine, Matheson & Co.
 NINGPO, British str., 1, 228, Boly, 25th Aug. — Swatow 25th Aug. General. — Butterfield & Swire.
 NIPPON MARU, Japanese str., 3, 072, W. E. Piller, 26th Aug. — San Francisco 25th July and Shanghai 24th Aug. Mails and General. — Togo Kisen Kaisha.
 SHANGHAI, British str., 1, 390, J. R. Scott, 25th Aug. — Saigon 24th Aug. General. — Johnson & Co.
 TIGER, German gunboat, 900, Alcock, 25th Aug. — Kowloon 19th Aug.
 TIENTSIN, British str., 2, 261, C. Lindbergh, 24th Aug. — Kobe 18th Aug. General. — Butterfield & Swire.

CLEARANCE.

AT THE HARBOUR MASTER'S OFFICE.
 Aug. 25th.
 Seline Fishers, British str., for Swatow.

Aug. 25th.
 BEYVORDE, British str., for Kolschlag.
 CYCLOPS, British str., for Shanghai.
 DEHLI, British str., for Europe.
 HONGKONG, French str., for Haiphong.
 KAWACHI MARU, Japanese str., for Kobe.
 KOLIKO, German str., for Saigon.
 KOWLOON, German str., for Saigon.
 LABRET, British str., for Manila.
 LUTHER, British str., for Swatow.
 MATHILDE, German str., for Swatow.
 NAGASAKI, German str., for Kowloon.
 NINGPO, Norwegian str., for Canton.
 NIPPON, Norwegian str., for Bangkok.
 AUG. 26th.
 ARON, British str., for Newcastle.
 COLOMBO MARU, Japanese str., for Shanghai.
 HAIMUS, British str., for Coast Ports.
 JOSHIN MARU, Japanese str., for Tientsin.
 KWEICHOW, British str., for Tientsin.
 LOYAL, German str., for Saigon.
 PEK, Norwegian str., for Saigon.
 TAIKOSAN MARU, Japanese str., for Kuchinetsu.
 TOWAWANDA, British str., for San Francisco.
 VIRGINIA, British str., for Newcastle.

SHIPPING REPORTS.

The British str. *Chongshing* reports: Light winds and fine weather throughout.
 The British str. *Achilles* reports: Light S. and S.W. winds with fine clear weather throughout.
 The American ship *I. F. Chapman* reports: Light variable winds and fine weather, sea absolutely smooth throughout.
 The British str. *Haitan* reports: Foochow to Amoy and Swatow light variable winds, smooth sea and fine weather. Swatow to Hongkong light N.W. winds, fine weather and smooth sea.
 The British str. *Kailash* reports: Fine clear weather with smooth sea throughout passage. Aug. 24th passed a full-rigged American ship steering N.W. and N., lat. 16° 35' N., long. 118° 5' E.
 The British str. *Nippon* reports: Left Singapore on the 20th inst., with light southerly winds, which freshened with a moderate monsoon with moderate high S.W. swell and rainy weather, lasting as far as lat. 14° N. Thence to port fine clear weather, light northerly winds and smooth sea.

VESSELS IN DOCK.

Aug. 25th.
 ABANDONED DOCKS —
 KOWLOON DOCKS — *Zefiro*, *Loyal*, *Glenfarg*.
 COSMOPOLITAN DOCK —

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THE Steamship
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 For Freight apply to
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 Hongkong, 12th July, 1906. [1241]

THE NORTHERN STEAMSHIP CO., LTD.,
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FOR ODESSA (DIRECT).

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 will be despatched for the above Port on or about the 27th instant.
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 Agents.
 Hongkong, 23rd August, 1906. [1626]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE & C.	SUNDA	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	About 30th inst.
LONDON & ANTWERP	MALTA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 8th Sept., at Noon.
LONDON & ANTWERP	RADNORSHIRE	Brit. str.	1m.	—	SHEWAN, TOMES & CO.	About 20th Sept.
LONDON & ANTWERP	ACHILLES	Brit. str.	1m.	—	BUTTERFIELD & SWIRE	On 11th Sept.
LONDON & ANTWERP	DIOMED	Brit. str.	1m.	—	BUTTERFIELD & SWIRE	On 24th Sept.
LONDON & ANTWERP	CYCLOPS	Brit. str.	1m.	—	BUTTERFIELD & SWIRE	On 30th inst.
MARSEILLES, &c., VIA PORTS OF CALL.	ALCIBIOUS	Brit. str.	—	Gregory	MESSAGERIES MARITIMES	On 4th Sept., at 1 p.m.
BREMEN, VIA PORTS OF CALL.	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	MESSAGERIES MARITIMES	On 29th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	HERVETIA	Ger. str.	k.w.	Neumann	HAMBURG-AMERICA LINE	On 10th Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	LIBERIA	Ger. str.	k.w.	Kier	HAMBURG-AMERICA LINE	On 22nd Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 2nd Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	k.w.	Schoenfeld	HAMBURG-AMERICA LINE	On 16th Oct.
HAVRE, BREMEN & LIVERPOOL	KINTUCK	Brit. str.	1m.	—	BUTTERFIELD & SWIRE	On 30th Sept.
COPENHAGEN & BALTIC PORTS	SHIBIKIN	Ger. str.	k.w.	Bahle	MELCHERS & CO.	About 15th Sept.
NAPLES, HAVRE, BREMEN & HAMBURG	SILEZIA	Ger. str.	k.w.	r. Dolron	HAMBURG-AMERICA LINE	On 20th Sept.
NAPLES, HAVRE, ANTWERP & HAMBURG	SCANDIA	Ger. str.	k.w.	Filler	HAMBURG-AMERICA LINE	On 30th Oct.
NAPLES, HAVRE & HAMBURG	HAMBURG	Ger. str.	k.w.	—	BUTTERFIELD & SWIRE	On 20th Sept.
GENOA, MARSEILLES & LIVERPOOL	PIRUS	Brit. str.	1m.	—	SANDER, WIELER & CO.	To-morrow, 7 a.m.
TRIESTE, &c., VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	Blaffer	BRADLEY & CO.	About 27th inst.
ODESSA (DIRECT)	A. WENTZEL	Rus. str.	—	—	MELCHERS & CO.	About 15th Sept.
ODDESSA	KITA	Brit. str.	—	Butchart	ARNHOLD, KARBURG & CO.	About 4th Sept.
BOSTON & NEW YORK	FOXLEY	Am. str.	—	Petersen	SHEWAN, TOMES & CO.	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL	JOHN HARDIE	Am. str.	—	—	CARLOWITZ & CO.	About 8th Sept.
NEW YORK VIA PORTS & SUEZ CANAL	ALBION	Brit. str.	—	—	DODWELL & CO., LTD.	About 17th Sept.
NEW YORK VIA PORTS & SUEZ CANAL	MONTESE	Brit. str.	—	R. Glegg	STANDARD PACIFIC R. CO.	On 30th inst., at 4 p.m.
NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF INDIA	Brit. str.	2m.	—	CANADIAN PACIFIC R. CO.	On 12th Sept., at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ATHENIAN	Brit. str.	1m.	—	BUTTERFIELD & SWIRE	On 30th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	BELEPHON	Brit. str.	1m.	—	DODWELL & CO., LTD.	About 15th Sept.
PORTLAND, OREGON VIA SHANGHAI, &c.	ARAGONIA	Ger. str.	—	F. G. Farrington	PORTLAND & ASIATIC S.S. CO.	On 25th inst., at Noon.
SALINA CRUZ, CALLAO & IQUIQUE VIA JAPAN PORTS	GLENFARG	Brit. str.	1m.	Ernst	TOYO KISEN KAISHA	Today.
AUSTRALIAN PORTS VIA MANILA	TEIAN	Brit. str.	—	Powell	BUTTERFIELD & SWIRE	On 1st Sept., at Noon.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Ger. str.	—	Woltemas	GIBB, LIVINGSTON & CO.	On 13th Sept., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	k.w.	—	MELCHERS & CO.	On 31st inst.
NAGASAKI & VLADIVOSTOCK	DAPHNE	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	About 2nd Sept.
YOKOHAMA VIA SHANGHAI, NAKI, MOJI & KOBE	MANILA	Brit. str.	—	A. W. Anderson, R.N.R.	HAMBURG-AMERICA LINE	On 5th Sept.
YOKOHAMA & KANAGAWA	SEVIA	Ger. str.	k.w.	—	JAVA-CHINA JAPAN LIN	Quick despatch.
YOKOHAMA & KANAGAWA	TUJANAS	Dut. str.	—	—	MELCHERS & CO.	About 14th Oct.
YOKOHAMA & KANAGAWA	SIAM	Dut. str.	—	—	MELCHERS & CO.	On 29th inst., at 4 p.m.
YOKOHAMA & KANAGAWA	CHONGSHING	Ger. str.	k.w.	—	JARDINE, MATHESON & CO.	Quick despatch.
YOKOHAMA & KANAGAWA	KOWLOON	Ger. str.	—	—	SIEMSEN & CO.	To-morrow.
YOKOHAMA & KANAGAWA	SENEGAMBIA	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 24th inst.
YOKOHAMA & KANAGAWA	PRINZ WALDEMAR	Ger. str.	—	—	MELCHERS & CO.	On 29th inst.
YOKOHAMA & KANAGAWA	PRINZ HEINRICH	Ger. str.	—	—	MELCHERS & CO.	On 30th inst., at 4 p.m.
YOKOHAMA & KANAGAWA	CHOYANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst.
YOKOHAMA & KANAGAWA	SHAOHSING	Brit. str.	1m.	—	P. & O. S. N. Co.	About 8th Sept.
YOKOHAMA & KANAGAWA	DEVANHA	Brit. str.	—	—	MELCHERS & CO.	About 14th Sept.
YOKOHAMA & KANAGAWA	NICHOLAR	Rus. str.	—	—	BUTTERFIELD & SWIRE	On 29th inst.
YOKOHAMA & KANAGAWA	CHONGSHING	Ger. str.	1m.	—	OSAKA SHOSHEN KAISHA	To-morrow, at Noon.
YOKOHAMA & KANAGAWA	FRITHOF	Ger. str.	—	H. A. Haralson	DOUGLAS LAFRAIK & CO.	To-morrow, at Noon.
YOKOHAMA & KANAGAWA	HAITAN	Brit. str.	2h.	J. S. Roach	BUTTERFIELD & SWIRE	On 1st Sept., at Noon.
YOKOHAMA & KANAGAWA	TEAN	Brit. str.	1m.	R. Rodger	SHEWAN, TOMES & CO.	On 8th Sept., at Noon.
YOKOHAMA & KANAGAWA	YOKOSANG	Brit. str.	—	R. Almond	DAVID SASSON & CO., LTD.	To-morrow, at Noon.
YOKOHAMA & KANAGAWA	ZAFIRO	Brit. str.	—	—	—	—
YOKOHAMA & KANAGAWA	RUBI	Brit. str.	—	—	—	—
YOKOHAMA & KANAGAWA	CATHERINE APCAR	Brit. str.	—	—	—	—

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI VIA INLAND PORTLAND, OREGON.
 SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
 OPERATING IN
 OREGON RAILROAD & NAVIGATION CO.
 CONNECTION WITH THE
 STEAMSHIP
 TONS. CAPTAIN TO SAIL AT NOON
 "ARAGONIA" 5,198 Ernst August 29th, 1906.
 "NICOMEDIA" 4,376 G. Meier September 16th, 1906.
 "NUMANTIA" 4,370 Goldmann October 9th, 1906.
 Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
 S. SILVERSTONE, AGENT.
 Hongkong, 4th August, 1906. [13]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	On 1st Sept. Noon.
RUBI	2540	R. Almond	Manila.	On 8th Sept. Noon.

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 19th August, 1906. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)
 S.S. "JOHN HARDIE" ... About 25th August.
 S.S. "SOUTH AMERICA" ... About 10th October.
 For freight and further information apply to
 SHEWAN TOMES & CO.,
 GENERAL AGENTS
 Hongkong, 9th August, 1906. [19]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON AND ANTWERP
 VIA SINGAPORE, PENANG, SUNDIA
 COLOMBO, PORT SAID AND
 MARSEILLES
 About 30th August } Freight and
 G. M. Montford, R.N.R. } Passage.
 About 2nd September } Freight and
 A. W. Anderson, R.N.R. } Passage.
 YOKOHAMA VIA SHANGHAI, MANILA
 NAGASAKI, MOJI & KOBE
 About 6th September } Freight and
 T. H. Hide, R.N.R. } Passage.
 LONDON &c., VIA USUAL PORTS, MALTA
 OF CALL
 R. A. Peters
 Noon, 8th September } See Special
 Advertisement.
 For further Particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 27th August, 1906. [1]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR STEAMERS TO SAIL.
 "CHONGSHING" Wednesday, 29th Aug., 4 p.m.
 "CHOYANG" Thursday, 30th Aug., 4 p.m.
 "YUENSANG" Friday, 31st Aug., 4 p.m.
 * These Steamers have superior accommodation for First-Class Passengers and are fitted through with Electric Light.
 * Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.
 For Freight or Passage, apply to
 HONGKONG, 25th August, 1906. JARDINE, MATHESON & CO.,
 GENERAL MANAGERS. [18]

EAST ASIATIC CO., LTD.

RUSSIAN EAST ASIATIC CO., LTD.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

SHANGHAI, YOKOHAMA, KOBE } "NICOBAR" ... On or about 14th Sept.
 TONGKUU, YOKOHAMA and KOBE } "SIAM" ... On or about 14th Oct.
 ODESSA ... "KITAI" ... On or about 15th Sept.
 FOR COPENHAGEN AND BALTIC PORTS.
 S.S. "SIBIRIEN" ... on or about the 15th Sept. from Hongkong.
 S.S. "TRANQUEBAR" ... on or about the 1st Oct. from Hongkong.
 For Further Particulars, apply to
 MELCHERS & CO.,
 AGENTS.
 Hongkong, 8th August, 1906. [1367]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain	Sailing Date.
PLEIADES	3,753	E. G. Farrington	About 15th September.
LYRA	4,417	G. V. Williams	On 29th September.
SHAWMUT	9,606	E. V. Roberts	On 24th October.

† Cargo only.
 CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 4th August, 1906. [7]

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAITAN,"
 Captain J. S. Roach, will be despatched for the above Ports TO-MORROW, the 28th inst., at 12 Noon.
 For Freight or Passage, apply to
 DOUGLAS LAFRAIK & CO.,
 General Managers.
 Hongkong, 25th August, 1906. [1635]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"
 Captain W. D. A. Thomas, will be despatched for the above Ports TO-MORROW, the 28th inst., at Noon.
 For Freight or Passage, apply to
 DAVID SASSON & CO., LTD.,
 Agents.
 Hongkong, 22nd August, 1906. [1619]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)
 THE Company's Steamship
 Captain Blaffer, will be despatched as above TO-MORROW, the 28th inst., at Noon.
 This Steamer has capital accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & Co.,
 Agents,
 Princes' Buildings.
 Hongkong, 8th August, 1906. [13]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYP, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship
 Captain Gregory, will be despatched for MARSEILLES on TUESDAY, the 4th September, at 1 p.m.
 Passage tickets and through Bills of Lading issued for above ports and to Australia with prompt transhipment at Colombo.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:
 S.S. "POLYNESIEN" ... 18th Sept.
 S.S. "SALAZAR" ... 2nd Oct.
 S.S. "OCEANIE" ... 16th Oct.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 22nd August, 1906. [12]

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast.)

THE Steamship
 Captain Butchart, will be despatched for the above Ports on or about the 4th September.
 For Freight, apply to
 ARNOLD, KARBURG & CO.,
 Agents.
 Hongkong, 9th August, 1906. [154]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

FOR SALINA CRUZ, CALLAO AND IQUIQUE, VIA JAPAN PORTS.
 Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS.
 Steamers Tons To Sail
 "GLENFARG" ... 4,000 11th Sept. Noon.
 "KASATO MARU" 6,000
 Taking Freight and Passengers to other Western Coast Ports of South America.
 The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.
 For further information, apply to
 K. MATSUDA,
 Manager,
 York Building.
 Hongkong, 22nd August, 1906. [1616]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT THE MALABAR COAST.

THE Steamship

"MONTROSE,"
 Captain R. Glegg, will be despatched as above on or about the 17th September.
 For Freight or other information, apply to
 STANDARD OIL COMPANY
 OF NEW YORK,
 Oriental Freight Department,
 Hotel Mansions.
 Hongkong, 1th August, 1906. [1598]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship
 "RADNORSHIRE,"
 will be despatched for the above Ports on or about the 20th September.
 For Freight and Passage, apply to
 SHEWAN, TOMES & CO.
 Agents.
 Hongkong, 18th August, 1906. [1599]

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO. LD.

JOINT SERVICES.
FORTHNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"BELLEROPHON"	On 27th August.	
GLASGOW and LIVERPOOL	"TEENKAI"	On 6th September.	
GLASGOW and LIVERPOOL	"MOYUN"	On 13th September.	
GLASGOW and LIVERPOOL	"AGAMENON"	On 20th September.	
GLASGOW and LIVERPOOL	"VALHALLA"	On 27th September.	
GLASGOW and LIVERPOOL	"NINCHOW"	On 27th September.	

HOMEWARDS.

FROM	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 28th August.	
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"	On 30th August.	
LONDON, AMSTERDAM and ANTWERP	"DIOMED"	On 11th September.	
LONDON, AMSTERDAM and ANTWERP	"PELUS"	On 20th September.	
LONDON, AMSTERDAM and ANTWERP	"CYCLOPS"	On 25th September.	
LONDON, AMSTERDAM and ANTWERP	"KINTUCK"	On 30th September.	

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS	"BELLEROPHON"	On 28th August.	
NAGASAKI, KOBE and YOKO	"NINCHOW"	On 29th September.	

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA & PACIFIC COAST	"STENTOR"	On 9th September.	

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th August, 1906.

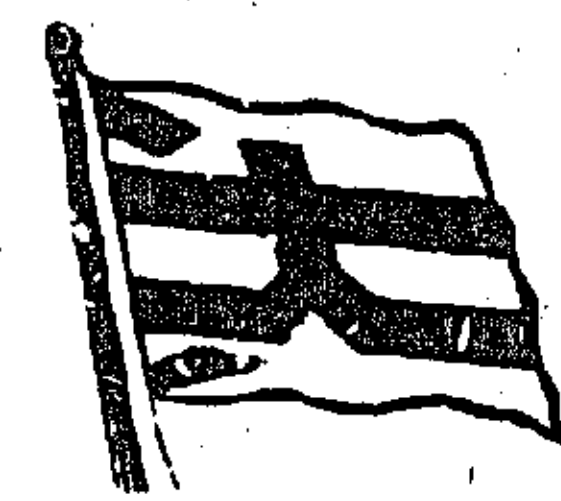
CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO	DATE
MANILA, ZAMBOANGA, PORT DAWID, THURSDAY ISLAND, COOKTOWN, CATRANS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 27th August.	

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivaled Table. A fully qualified
Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th August, 1906.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

THE CO.'S S.S.	LEAVING
TAMU via SWATOW	"FRITHJOF" TUESDAY, 28th Aug.
AMOI and FOCHOW	"H. A. HARALDSEN" at Noon.

* These Steamers have excellent accommodation for First and Second Class Passengers, and
are fitted throughout with electric light. First-class Saloon Ample. Unrivaled Table.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ For Freight, Passage, and further information, apply to the Company's local Branch Office,
Second Floor, No. 1, Queen's Building.
Hengkong, 27th August, 1906. T. ARIMA, Manager

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
15 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration).	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	THURSDAY, 30th Aug.	17th Sept.
"ATHENIAN"	3,382	WEDNESDAY, 12th Sept.	6th Oct.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 27th Sept.	15th Oct.
"MONTEAGLE"	4,163	WEDNESDAY, 3rd Oct.	27th Oct.
"EMPERESS OF CHINA"	6,000	THURSDAY, 25th Oct.	12th Nov.
"TARTAR"	4,425	WEDNESDAY, 31st Oct.	24th Nov.

"EMPERESS" Steamers will depart from HONGKONG at 4 p.m.
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships,
14,500 tons register. The through transit to LIVERPOOL being 32 days from YOKOHAMA
and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.
Intermediate on Steamers... 240; and 242.
and 1st Class Railways...

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate
passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers booked through to all points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blake Pier.

[6]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ EITEL FRIEDRICH	WEDNESDAY 29th August
SACHSEN	WEDNESDAY 12th September
PRINZ HEINRICH	WEDNESDAY 26th September
GNEISENAU	WEDNESDAY 10th October
PRINZ LUDWIG	WEDNESDAY 24th October
PRINZESS ALICE	WEDNESDAY 7th November
ROON	WEDNESDAY 21st November
BUELOW	WEDNESDAY 5th December
PRINZ REGENT LUITPOLD	WEDNESDAY 19th December

PRINZ EITEL FRIEDRICH ... WEDNESDAY 29th August
SACHSEN ... WEDNESDAY 12th September
PRINZ HEINRICH ... WEDNESDAY 26th September
GNEISENAU ... WEDNESDAY 10th October
PRINZ LUDWIG ... WEDNESDAY 24th October
PRINZESS ALICE ... WEDNESDAY 7th November
ROON ... WEDNESDAY 21st November
BUELOW ... WEDNESDAY 5th December
PRINZ REGENT LUITPOLD ... WEDNESDAY 19th December

ON WEDNESDAY, the 29th day of AUGUST, 1906, at Noon, the Steamship "PRINZ
EITEL FRIEDRICH" Captain Malchow, with MALES, PASSENGERS, SPECIE
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 27th Aug. Cargo and
Specie will be received on Board until 5 p.m. on TUESDAY, the 28th Aug. and Parcels
will be received at the Agency's Office until Noon, on TUESDAY, the 28th Aug.
Contents of Packages are required. No Parcel Receipts will be signed for less than 250.
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Union can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class	2nd Class	3rd Class
261 0 0	112 0 0	222 0 0
91 0 0	63 0 0	33 0 0

TO SOUTHAMPTON, LONDON, BREMEN
AND HAMBURG ... return ... 97 0 0 ... 65 0 0 ... 24 0 0

TO NEW YORK VIA SUEZ
VIA NAPLES, GENOA OR GIBRALTAR ... return ... 64 0 0 ... 14 0 0 ... 26 0 0

VIA BREMEN OR SOUTHAMPTON ... return ... 123 0 0 ... 83 0 0 ... 49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar
and travelling to Bremen or Southampton overland the same rates to be applied as via Naples,
Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
PRINZ WALDEMAR	TUESDAY, 18th Sept.
PRINZ SIGISMUND	TUESDAY, 10th Oct.
WILHELM	TUESDAY, 13th Nov.

ON TUESDAY, 18th SEPTEMBER, at Noon, the Steamship "PRINZ WALDEMAR,"
Captain Weltemas, with Males, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class	2nd Class	3rd Class
250 0 0	120 0 0	220 0 0
80 0 0	40 0 0	20 0 0

TO MANILA ... return ... 80 0 0 ... 40 0 0 ... 20 0 0

TO NEW GUINEA ... return ... 118 10 0 ... 42 0 0 ... 22 15 0

TO BRISBANE ... return ... 120 0 0 ... 44 0 0 ... 23 0 0

TO SYDNEY ... return ... 123 0 0 ... 46 0 0 ... 24 0 0

TO MELBOURNE ... return ... 124 10 0 ... 47 0 0 ... 24 10 0

TO YOKOHAMA ... return ... 125 0 0 ... 48 0 0 ... 25 0 0

TO KOBE ... return ... 126 0 0 ... 49 0 0 ... 26 0 0

TO YOKOHAMA and back from KOBE ... return ... 127 0 0 ... 50 0 0 ... 27 0 0

TO HONGKONG ... return ... 128 0 0 ... 51 0 0 ... 28 0 0

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer ... return ... 237 0 0

TO EUROPE VIA AUSTRALIA AND AMERICA ... return ... 96 0 0

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

EUROPEAN & AUSTRALIAN SERVICE

* SHANGHAI YOKOHAMA ... PRINZ WALDEMAR ... Wednesday, 29th Aug.

SHANGHAI, NAGASAKI, ... PRINZ HEINRICH ... Wednesday, 29th Aug.

KOBE & YOKOHAMA ... GNEISENAU ... Wednesday, 12th Sept.

SHANGHAI, NAGASAKI, ... GNEISENAU ... Wednesday, 12th Sept.

KOBE & YOKOHAMA ... GNEISENAU ... Wednesday, 12th Sept.

SHANGHAI, NAGASAKI, ... GNEISENAU ... Wednesday, 12th Sept.

KOBE & YOKOHAMA ... GNEISENAU ... Wednesday, 12th Sept.

SHANGHAI, NAGASAKI, ... GNEISENAU ... Wednesday, 12th Sept.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	First half of September	JAPAN via SHANGHAI	First half of September
TJILATJAP	JAPAN	First half of September	JAVA PORTS	Second half of September
TJILIWONG	JAVA	Second half of September	JAPAN via SHANGHAI	Second half of September
TJIMAH	JAPAN	Second half of September	JAVA PORTS	First half of October

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 25th August, 1906.

Telephone No. 353.

[16]

VESSELS ON THE BEATH

SHIPPING IN PORT.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at MANILA, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
Captain Powell, will be despatched for the
above Ports on SATURDAY, 1st September,
at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd August, 1906. [1522]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUST-
RALIA, INDIA, ADEEN, BAYPE,
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA,"
Captain R. A. Peters, carrying Hi-
Majesty's Mails, will be despatched from this
Port on SATURDAY, the 8th September
at Noon, taking passengers and cargo for the
above ports in connection with the Company's
s.s. Macedonia, 10,512 tons, from Colombo.

Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London;
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. Arcadia, due
in London on 21st October.

Parcels will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 27th August, 1906. [1]

REGULAR

STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT MALABAR
COAST).

PROPOSED SAILINGS FROM HONGKONG.

1906

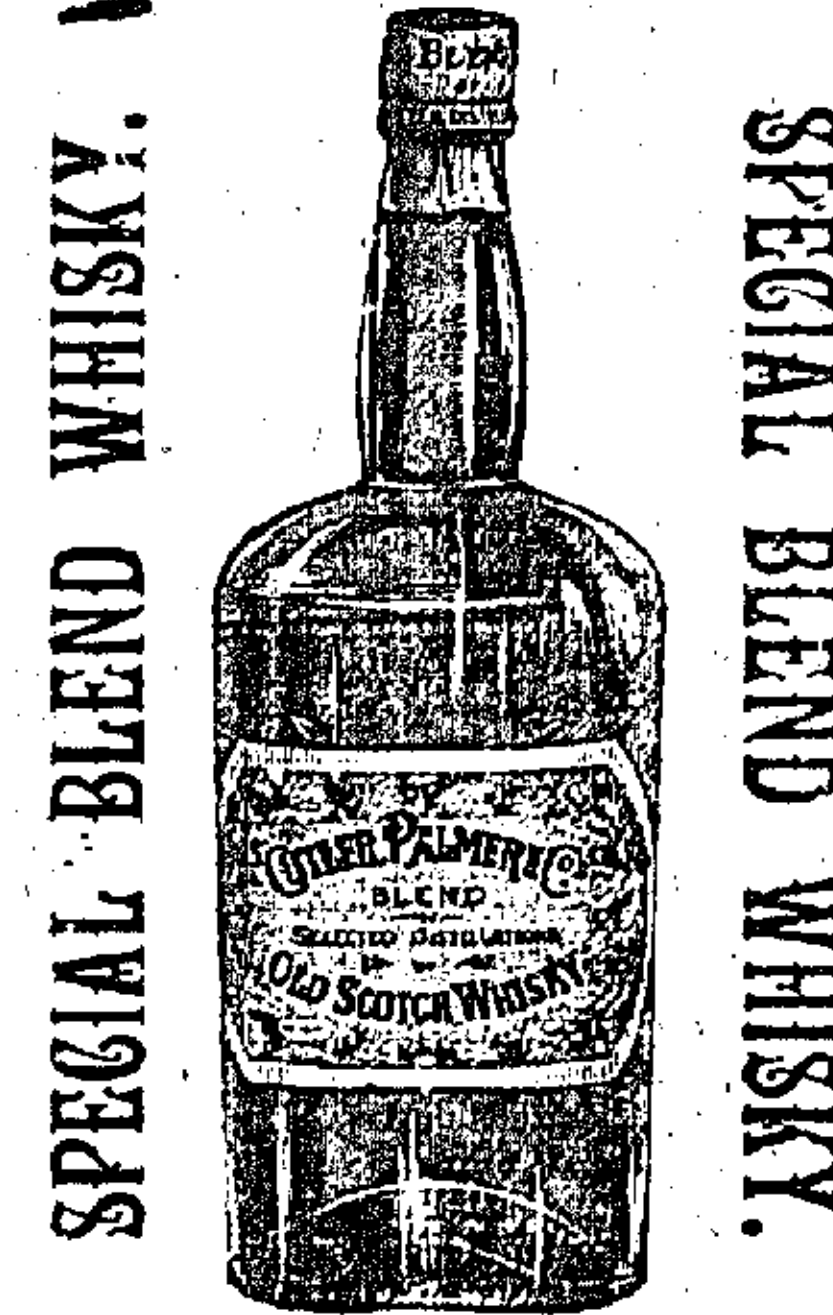
"ATHOLL" ... About 8th Sept.

"EROLL" ... To follow.

For Freight and further information, apply to
DODWELL & CO. LD.,
Agents.

Hongkong, 29th July, 1906. [787]

Cutler, Palmer & Co.'s



SHIPPERS

Cutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO.

HONGKONG.

SPECIAL BLEND WHISKY.

408

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on
sale daily at the KOWLOON BOOK
STALL, Mr. H. RUTTON'S KOW
LOON STORE, No. 36, Elgin Road and
Mr. AH YAT'S FERRY WHARF STALL,
Hongkong, 22nd December, 1906.

POST OFFICE NOTICES.

MAIL WILL CLOSE

FOR	PER	DATE
Swatow and Hongkong	Pharang	Monday, 27th, 11.00 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	Thian	Monday, 27th, 3.00 P.M.
Hollow and Hainan	Carl Diederichsen	Monday, 27th, 5.00 P.M.
Quang Chow Wan and Tsukim	Signat	Monday, 27th, 5.00 P.M.
Hollow and Pakhoi	Frithoff	Tuesday, 28th, 9.00 A.M.
Swatow, Amoy and Foshan	E. Rickmers	Tuesday, 28th, 10.00 A.M.
Bangkok	Catherine Apcar	Tuesday, 28th, 10.00 A.M.
Singapore, Penang and Calcutta	Haitian	Tuesday, 28th, 10.00 A.M.
Swatow, Amoy and Foshan		Tuesday, 28th, 10.00 A.M.
AMOI, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Mongolia	Registration, 10.00 A.M. Registration, with late fee of 10 cents, up to 10.45 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila	Tean	Registration, 10.00 A.M. No late fee.
Koulung, Moji, Kobe, Yokohama and Portland	Arayana	Tuesday, 28th, 3.00 P.M. Wednesday, 29th, 11.00 A.M.
EUROPE, &c., INDIA VIA TATTOORIN		Wednesday, 29th, 11.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Ningpo	Chinkang	Wednesday, 29th, 3.00 P.M.
Tientsin	Chinkang	Wednesday, 29th, 3.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)		Thursday, 30th, 3.00 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Shanghai	Choyung	Thursday, 30th, 3.00 P.M.
Shanghai	Shaoching	Thursday, 30th, 3.00 P.M.
Manila	Yuenching	Friday, 31st, 3.00 P.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	Eastern	Saturday, 1st, 11.00 A.M.
Manila	Zapra	Saturday, 1st, 11.00 A.M.
EUROPE, &c., INDIA VIA TATTOORIN		Tuesday, 4th, 11.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel mail will be closed at 5 p.m. on the 7th inst.		
Manila, Singapore, Penang and Colombo	Hakata Maru	Tuesday, 4th, 5.00 P.M.
Nagasaki, Kobe and Yokohama	Kanamaru	Wednesday, 5th, 11.00 A.M.
Shanghai, B.C. and Vancouver, B.C.	Athenian	Wednesday, 5th, 11.00 A.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, and Seattle, Wash.	Minnesota	Friday, 7th, 11.00 A.M.
Manila, Thursday Island, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	Nikko Maru	Friday, 7th, 11.00 A.M.
Manila	Rubi	Saturday, 8th, 10.00 A.M.
EUROPE, &c., INDIA VIA TATTOORIN		Saturday, 8th, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel mail will be closed at 5 p.m. on the 7th inst.		
Manila, Singapore, Penang and Colombo	Prinz Waldemar	Tuesday, 18th, 11.00 A.M.

JOINT STOCK SHARES.

Hongkong, August 26th

COMPANY	PAID UP	QUOTATIONS
Alhambra	\$200	\$100.
Banks		
Hongkong & Shanghai	\$125	\$835, x. d.
National B. of China	20	Ldn, 294 10, x. d.
Sell's Asbestos E. A.	12s. 6d.	\$7.
China-Borneo Co.	\$12	\$12, sellers
China Light & P. Co.	\$10	\$101, buyers
China Provident	\$10	\$9.35, buyers
Cotton Mills		
Ewo	Fls. 50	Tls. 78.
Hongkong	Fls. 75	\$15, buyers
International	Fls. 100	Tls. 88.
Loou Kung Mow	Fls. 100	Tls. 80.
Soychee	Fls. 600	Tls. 300.
Dairy Farm	\$6	\$17, sales
Docks and Wharves		
H. & W. Wharf & U.	\$50	\$108, sales
H. & W. Dock	\$50	\$112, x. d. sellers
New Amoy Dock	\$64	\$18, sellers
Shanghai Dock and		
Eng. Co. Ltd.	Tls. 100	Tls. 100.
Shai & H. Wharf	Tls. 100	Tls. 245, buyers
Forwick & Co. Geo.	\$25	\$22, sellers
Green Island Cement	\$10	\$24, sellers
Hongkong & C. Gas	\$10	\$175, buyers
Hongkong Electric	\$25	\$15, sellers
H. H. L. Tramways	\$100	\$235, buyers
Hongkong Hotel Co.	\$50	\$120, buyers
Hongkong Ice Co.	\$25	\$230.
Hongkong Rope Co.	\$10	\$24, sellers
Hongkong Waterboat	\$10	\$8.
Insurance		
Canton	\$50	\$50, sellers
China Fire	\$20	\$100, sellers
China Traders	\$25	\$100, sellers
Hongkong Fire	\$50	\$325, buyers
North China	25	Tls. 35.
Union	\$100	\$700, buyers
Yangtze	\$100	\$172.
Land and Building		
Hongkong Land	\$100	\$110.
Hongkong Estate	\$10	\$11, sellers
Kowloon Land & B.	\$30	\$30, sales
Shanghai Land	Tls. 50	Tls. 100.
West Point Building	\$50	\$50, sellers
Mining		
Charbonnages	Fls. 250	\$450, nominal
Rauhe	18/10	\$7, sellers
Philippine Co.	\$10	\$5.
Rubberies		
China Sugar	\$100	\$145, buyers
Luzon Sugar	\$100	\$215, buyers
Steamship Companies		
China and Manilla	\$25	\$22, buyers
Douglas Steamship	\$50	\$47, sellers
H. Canton & M.	\$15	\$47, buyers
Indo-China S. S. Co.	\$10	\$15, sales
Shell Transport Co.	\$10	\$27, buyers
Star Ferry	\$10	\$25, sellers
Do. New	\$10	\$20, sellers
Shanghai & H. Dyeing	\$25	Nominal.
South China M. B.	\$25	\$19, buyers
Steam Laundry Co.	\$5	\$5, sales
Stores & Dispensaries		
Campbell, M. & Co.	\$10	\$32.
Powell & Co. Wm.	\$10	\$101.
Watkins	\$10	\$5, sellers
Watson & Co. A. S.	\$10	\$13, buyers
United Asbestos	\$4	\$8.
Do. Founders	\$10	\$150.

VERNON & SMYTH.

HONGKONG TIDE TABLE.

From August 27th to 2nd September, 1906.
To correct Zone time add 23 min. and 18 sec.

Day of Week	Day of Month	Hongkong Mean Time	Height	Hongkong Mean Time	Height
Mon.	27	h. m.	ft. in.	h. m.	ft. in.
Tue.	28	h. m.	ft. in.	h. m.	ft. in.
Wed.	29	h. m.	ft. in.	h. m.	ft. in.
Thurs.	30	h. m.	ft. in.	h. m.	ft. in.
Fri.	31	h. m.	ft. in.	h. m.	ft. in.
Sat.	1	h. m.	ft. in.	h. m.	ft. in.
Sun.	2	h. m.	ft. in.	h. m.	ft. in.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 26th.

Barometer	Thermometer	Wind Direction	Force	State of Sky
29.07	27.71	WNW	7	29.62
85	86	WNW	7	86
61	71	WNW	7	72
1	1	WNW	7	1
1	1	WNW	7	1
1	1	WNW	7	1

HONGKONG METEOROLOGICAL REGISTER.

Highest open air Temperature on 25th.....89
Lowest open air Temperature on 25th.....78

Barometer.....29.07 Thermometer.....27.71 Wind Direction.....WNW Force.....7 State of Sky.....29.62

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